





Today's  
Advertisements.

## DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be resumed on MONDAY, the 22nd August.  
For Terms for Boarders or Day Scholars apply to  
THE HEAD MASTER.  
Hongkong, 19th August, 1898. [1000]

## OCEAN STEAMSHIP COMPANY.

## FOR AMOY.

THE Company's Steamship  
"BELLEROPHON,"  
Captain Peters, will be despatched TO-MORROW, the 20th instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th August, 1898. [994]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR TIENTSIN.

THE Company's Steamship  
"KWEIYANG,"  
Captain Osterby, will be despatched as above TO-MORROW, the 20th instant at 9 A.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th August, 1898. [975]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship  
"HAITAN,"  
Captain Hall, will be despatched for the above Ports on SUNDAY, the 21st instant, at Daylight.  
For Freight or Passage apply to  
DOUGLAS LARRAK & Co.,  
General Managers.  
Hongkong, 19th August, 1898. [998]

THE Steamship  
"TAMU MARU,"  
Captain Nagata, will be despatched as above on TUESDAY, the 23rd instant, at Noon.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th August, 1898. [997]

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM TO  
YOKOHAMA, KOBE AND NAGASAKI.  
(Passing through the INLAND SEA).  
THE Company's Steamship  
"OHENZOLLERN,"  
Captain E. Wallersdorf, will leave for the above Ports on or about WEDNESDAY, the 24th instant.  
For further Particulars apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 18th August, 1898. [995]

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM TO SHANGHAI.  
THE Company's Steamship  
"PREUSSEN,"  
Captain P. Grosch, will leave with the outward German Mail about TUESDAY, the 23rd instant, will leave for the above place about 24 hours after arrival.  
For further Particulars apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 18th August, 1898. [995]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SOERABAYA AND SAMARANG.  
THE Company's Steamship  
"AMARA,"  
Captain Matlock, will be despatched as above on THURSDAY, the 25th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 18th August, 1898. [999]

## MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUZC CANAL.  
THE Steamship  
"SIKH,"  
to sail about the 24th August, 1898.  
S.S. "MACAU" about 15th Sept., 1898.  
S.S. "GAZAR" about 30th Sept., 1898.  
S.S. "LENOR" about 15th Oct., 1898.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 19th August, 1898. [723]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"MANILA,"  
FROM ANTWERP, LONDON, FORT SAID, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From Italy, ex S.S. Sult.  
From Madras, ex S.S. Sult.  
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.  
Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 18th August, 1898. [1000]

Today's  
Advertisements.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"SUTLEY,"  
FROM BOMBAY, CUMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, ex S.S. Sult.  
From Fuzhou, ex S.S. Sult.  
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.  
Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 19th August, 1898. [1000]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.  
STEAMSHIP "COLUMBIA,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.  
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 19th August, 1898. [1000]

Intimations.  
DAKIN, CRICKSHANK & COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.  
SODA WATER.  
LEMONADE.  
GINGER ALE.  
RASPBERRY ALE.  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 19th August, 1898. [1000]

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufacturers.  
Special terms to HOTELS, CLUBS, RESTAURANTS and all Large Consumers.  
Any complaints should be addressed to the Manager.  
Hongkong, 19th August, 1898. [1000]

TO SUBSCRIBERS.  
SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

## A. S. WATSON &amp; CO., LIMITED.

MANUFACTURERS OF  
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE Purity is guaranteed.  
The best materials only are used.

THE PRICES are only half those charged in England

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.O.L., F.R.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture—  
"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.  
Hongkong, 18th June, 1898. [1000]

## DEATHS.

On the 11th instant, at Singapore, HERBERT, infant son of Alexander James Ross.  
At the residence, St. Joseph's, Yang-hing-pang, on Sunday, 14th of August, at 6.15 p.m., His Lordship Monsignor GABRIEL, S.J., Bishop of Tlopolis and Vicar-Apostolic of Kiangnan.

## The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 19, 1898.

## NOTES AND COMMENTS.

It is strange that Reuter should apparently ignore the Anglo-Russian situation. The air is full of rumours at present and there can be little doubt that something is brewing in the north. The whole of the programme for the China squadron has been suddenly altered at a moment's notice, the *Blenheim* is to be retained on the station for the time being, all available ships are to be hurried north once again and to crown all there is talk in town to-day of a flying squadron having been despatched for the Far East from home. Yet in spite of all this we are not favoured with any news as to the development of the situation in diplomatic circles but are simply left to make the best that we can of matters and give our imagination full play, as the public of Hongkong have certainly been doing to the fullest possible extent by setting various alarming rumours in circulation.

Yet another rumour that has been going the round of the town is to the effect that the Russians have seized Newchwang, but like all the others it lacks confirmation and is in all probability simply the result of the vivid imagination of some irresponsible person. We must say that we should never be surprised to hear that Russia had occupied some Chinese port or town for she has been steadily filling Vladivostok with troops for the last few years and only returning a few time-expired men and invalids, while it is stated that she has already no less than twenty thousand troops assembled at Port Arthur. If the late semi-official assurance of Russia is to be relied upon we entirely fail to see the reason for so strong a garrison at her newly acquired port. None of the European Powers are at all likely to dispute the possession of Port Arthur and surely a force of twenty thousand men cannot be required for the purpose of overawing the Chinese.

If, as most people appear to think probable, there is to be war in the Far East within the next few months, it is evident that the troops at Port Arthur have been placed there for some specific purpose. What that purpose may be it is impossible to say, but it might even include an attack upon Wei-hai-wai from the landward side, which, if successful, would mean the control of the Gulf of Chilli by Russia and would place Peking at her mercy from the seaward as it is now at her mercy from the landward. Whatever Russia's intentions may be and whatever the latest developments of the situation are we certainly wish that we were in receipt of more telegraphic news from home. It is most aggravating to be as we are, almost on the spot and yet be left in utter ignorance of what is happening in diplomatic circles at Peking.

## REUTER'S MESSAGES.

DIPLOMATIC APPOINTMENTS.  
LONDON, August 17th.  
The Hon. D.-J. the United States Sec. of State has resigned. The Hon. John Hay, the present U. S. Ambassador in London succeeds to the post.

ANARCHY IN CRETE.  
Anarchy is supreme in the interior of Crete. Fifteen hundred outlaws are at large and murders are increasing daily.

## WEATHER REPORT.

The Observatory report to-day says:—On the 19th at 11.30 a.m.: The barometer has risen generally, except in the Fomosa Channel. Pressure is high over the S. coast of China, still low in Tongking. FORECAST:—S.E. or varying winds, moderate; showery.

## LOCAL AND GENERAL.

The Chinese Imperial Telegraphs are about to reconstruct the whole of their lines between Shanghai and Soochow.

H. M. S. *Blenheim* which went ashore off North Point yesterday afternoon, hoisted off with the high tide, as was expected, a little before 7 p.m. She sustained no damage.

The Governor of Hunan has ordered the closing of the *Hsiao Pao* for having inserted in its columns a defamatory account of an official at the expense of two or three others with whom the first named official had disagreed.

At Boh Pailin, in the interior of Siam, there has been a rush to a new ruby mine in that quarter. The finds average ten taels per day for every working man. The largest find in one day has been rubies to the value of 2,500 taels. A tael is worth about sixty cents.

The *China Press* has been made a Government organ, an Edict was issued on Tuesday last ordering the Trade Superintendent of Nanyang to make a grant of Tls. 5,000 to the office and to pay it a further sum of Tls. 1,000 monthly. Kan Yu-wai, the newly appointed director of the paper, has been ordered to translate the foreign press laws with a view to the promulgation of similar laws in China. What are the "foreign press laws?"

A WOMAN charged with illegally bringing a girl to the colony for immoral purposes was sentenced to three months' hard labour. Three others, similarly charged, were brought up. The first got three months and the two others six weeks each.

The *Daily Chinese Progress* says that the Tseu-nell Yamen has informed the provincial officials in Tientsin that the Inspector of works of the Eastern Railway Co. has engaged 16,000 Chinese workmen to work at the railroads. They will pass through Zingkon Shanbalkwan, and it is requested that they be allowed to proceed with their baggage, utensils and tools.

According to the *Straits Times*, P. C. Esopo has been sentenced to three months' (hard labour) for marrying a married woman, and his gaily partner has got six months' for having falsely stated that she was unmarried. Another man got three months' for supporting her statement, and a warrant is out for the arrest of a fourth party. Notice of appeal has been given.

The *Daily Chinese Progress* states that it is rumoured that an expectant Taoist, named Lin Tze-chien, who was for many years an attaché of the Chinese legation at Tokio and in consequence possesses quite a reputation as a Japanese scholar, has been selected by the high authorities for special recommendation to the Throne as successor to the present time-expired Minister to Tokio, Yü K'ang.

It is stated by the *Soochow* that Chen Fu, a Fokien man, has invented a machine for yarn spinning which he exhibited to the Tseu-nell Yamen. The Tseu-nell Yamen found that it was quite a new invention and reported to the Throne, granting the inventor a patent for 15 years. The Yamen has also requested the high authorities in all provinces to make the machine known for the encouragement of the people.

Six hundred Spanish sailors were served recently on an American warship, with full rations for three meals; they consumed the unaccustomed food at one sitting. The mention of such a thing as an east wind makes these Southerners shiver violently, says a correspondent, and the unfortunate American Government has been obliged to supply them with winter clothing. This is hardly the sense in which the U. S. started out to make it warm for the Spaniards.

At Amoy, says the *Chinese Daily Progress*, there is a Christian chapel in charge of a clergyman who also owns land and property estimated to be worth a million dollars yielding a large annual rental. The chapel is situated by the water and opposite is a large piece of land belonging to a Chinese named Chen, who says he has more than once intended to erect buildings on his ground, but had always been prevented by the clergyman whose reason it is said is that it would disorganize the *fengshui* of the chapel. Chen appealed to the Taoist, but got no relief and he has now determined to lay his case before the Provincial Official.

Messrs. Burns, Philp, and Co., the Sydney agents for the Nippon Yusen Kaisha, have received word by the English mail of the launch of the *Yawata Maru* from Messrs. R. Napier and Sons, Limited, yard, at Govan. She is the third of three steel screw steamers of about 3300 tons, which they have on hand for the Japan Mail Steamship Company. This steamer has been designed to meet the requirements of the company's Japan and Australian service, are built under special survey to Lloyd's highest class, and fitted in accordance with the Japanese Government rules and British Board of Trade requirements. The general dimensions are:—Length, 375 ft.; breadth, 44 ft.; depth, 27 ft. 8 in. Machinery has been constructed at the builders' Lancelfield works.

A REPORT presented by the Board of Revenue to the Throne, at the instance of Sheng Taoist, Director-General of the Imperial Bank of China, requesting that special privileges should be extended to the Bank has been placed in the hands of the Board of Revenue for consideration, as it appears that Sheng entertained the hope that Government money would be repaid in branches of the bank as well as the capital for the exploitation of railways and mines. The Board considers Sheng's suggestion reasonable, but in view of the many privileges which have been granted the Bank the Board has only acquiesced in the deposit of the taxes of localities wherein branches are situated. The taxes have hitherto been deposited with private banks which concerns will naturally be dissatisfied with the decision of the Board. Sheng Taoist has however, been questioned as to how he intends to deal with Government money, and if the arrangements of the Bank's salt it will have the entire receipts from taxation placed in its hands.

A DETERMINED attempt to commit suicide was made at 4 p.m. on 6th inst. by R. Duplas, a French Canadian, at his lodgings at the Hotel du Commerce, No. 123, Yokohama. The *Yokohama Herald* says that in the presence of a Japanese woman he drank a large quantity of laudanum, and when, on the alarm being given by the woman, two Japanese doctors were summoned, they confidently pronounced him beyond hope of recovery. The police, however, at once notified the British Consular authorities, who had him removed to the General Hospital. Dr. Munro lost no time in getting to work with the stomach-pump and the various other antidotes made use of in such emergencies, with the result that after several hours' unremitting exertions, the patient was not of danger and on the road to recovery. A letter was discovered at his lodgings, addressed to the British Consul, but though its contents have not been made public, they are assumed to have some reference to the attempt upon his life. He will probably, when thoroughly convalescent, be charged with attempted suicide in H. B. M.'s Court. Duplas is a man of middle age, and at the time of his attempt was engaged as a runner for Wright's Hotel. He was known to be suffering from epilepsy in the head, which, no doubt, induced mental aberration resulting in this attempt upon his life.

THE theft of a chopper cost a coolie to-day fourteen days' hard labour.

A COOLIE convicted of stealing from the person got fourteen days' hard labour to-day.

A COOLIE charged with the theft of a box was to-day sent to prison for forty-two days.

OBTAINING a piece of pine flooring by means of a forged order resulted in a coolie being sent to gaol for three months to-day.

A CHINESEMAN, charged with having 14 taels of opium, was to-day fined \$30 or 6 weeks. Another offender, who had 2 taels was fined \$25 or six weeks.

THE peculation of three pieces of beef belonging to the police mess, No. 7 Station, to-day resulted in a coolie being given seven days' gaol. P.C. McHardy prosecuted.

THE Shanghai Magistrate has received instructions from the Governor to warn the people not to incite or take any part in riots such as have taken place at various places lately. The Treasurer makes known the Viceroy's orders to the same effect. In conformity, the Magistrate will notify the people.

THE dirt boat that foundered in Wednesday's gale still forms a picturesque feature in the scene off Praya East at the foot of Arsenal St. Her deck is just below the water line and her mast has a very big cant to starboard. The water all around is strewn with planks and spars and several catboats of refuge are piled on the roadway.

ON the report and advice of the manager, says the *Hsin Wen Pao*, the Viceroy at Tientsin has decided not to close up the Taku dock as at first intended. The annual outlay applied for by the Board is only \$50,000; it has been decided that the directors will have to attend to the repairs of the newly bought men-of-war, as well as all torpedo-boats.

A TELEGRAM has been received by the *Daily Chinese Progress* from Chingling, Shantung, to the effect that the Yellow River has overflowed its banks at a point north of Anshan and inundated a large tract of country. Immense damage has been the result, and although immediate steps were taken by the Governor of Shantung to assist the sufferers, his efforts have been of little avail. If such is the case another famine is imminent.

News comes from Newchwang that the Russians, with their usual foresight, have been acquiring large tracts of land in the vicinity to make capital out of the proposed British railway enterprise in that region, as it seems that land on the proposed route of the Russian railway has been purchased by the British who have demanded exorbitant prices for the same. The Russians, by way of check-mating their rivals have commenced building in the north of Newchwang without the necessary formality of purchasing or leasing the land from the owners, practically robbing the lots they required, arguing that once they had built on the land the owners could not help themselves and would be amenable to any terms offered by the Russian. By these means they would hold the whip hand over the railway in Eastern Asia, which is to run from Peking to Port Arthur via Kirin, Moukden and Hailchong, with a branch from Port Arthur to Newchwang. A very pretty scheme if it can be made to work out as the Russians desire.

## THE TWINNING CONCERTS.

At the Peak Hotel last evening Mr. T. V. Twinning gave the second of his popular concerts and again afforded a rare musical treat with his pupils, the talented young tenor, Mr. S. H. Morse. There was a large and appreciative audience who bestowed the heartiest applause on the highly gifted young vocalist, his rendering of "My sweetheart when a boy" being enthusiastically applauded and an encore had to be complied with. Mr. H. E. Pollock gave in capital style a stirring recitation dealing with the French retreat from Moscow and his elocutionary skill held his auditors wrapt in the deepest interest a hearty round of applause being accorded Mr. Pollock on the completion of his number. That talented pianist, Mrs. Batgate again captivated her hearers with her exquisite pianoforte solos and last night she was heard to excellent advantage. Her cleverness of touch, artistic execution and accurate time soon won recognition from the audience. Mrs. Batgate kindly played extra "pieces" at the end of the programme and her manipulation of the instrument again received hearty tokens of appreciation. Mrs. Batgate largely added to the success of the concert with two vocal numbers. This lady has a full-toned and well trained soprano voice and the applause she received abundantly demonstrated the appreciation of the audience. Her graceful presence largely added to the effect of her songs and her fine voice was heard to full advantage. Another contributor to the programme was Mr. S. H. Somerton who displayed the powers of his fine baritone voice in song and he also took part in a duet with Mr. Morse ("Army and Navy"). In each item Mr. Somerton acquitted himself with the utmost credit and we predict for him a high position in the world of vocalists in Hongkong and elsewhere. The next concert is to be given at St. Andrew's Hall on Monday next at 9 p.m. and we can confidently recommend all lovers of good music to attend.

## LARGE JEWELLERY THEFT.

An extensive jewellery theft was committed on the 10th inst., between 7.45 and 8.40 p.m., at "Evelyn House," Nell Road, Singapore. The property belonged to Miss Fittcock, whom it appears kept her jewellery locked up in a drawer in an almirah in her bedroom, keeping the key of the drawer under a cash box in the almirah. Yesterday evening at 7.45 she left the bedroom to go down stairs leaving the almirah drawer locked. On her return at 8.40 she found the key was upon and jewellery to the value of \$2,350 missing. This comprised a gold bracelet and a gold pendant, both set with diamonds, and a belt of Siamese coins. Two diamond brooches, valued at \$1000 were left in the drawer. In the bedroom leading down to the baths is a door which was kept bolted, but which was found to be unlocked and it is thought that the thief, being disturbed by Miss Fittcock re-entering the room, effected his escape through this doorway. The house cock and another man who was staying with him have been arrested on suspicion.

## FIGHTING BOB EVANS.

## DEEDS OF DARING AT SANTIAGO.

## RECEIVING THE PRISONERS.

Perhaps almost more than enough has been written of the naval battle off Santiago when Admiral Cervera's squadron was so completely destroyed. Yet we are tempted to add just one more personal narrative. The *Times* was fortunate in securing an interview directly with Captain Evans of the *Zeus*, who, as was to be expected from his reputation, played a conspicuous part in the day's fighting. It is after he had battered the *Vizcaya* and driven her ashore, however, that his story becomes connected and most interesting. He took his ship in as closely as the depth of the water permitted and sent his boats at once to the assistance of the unfortunate Spaniards who were drowning by dozens or roasting on the decks.

"I soon discovered that the Cubans from the shore were firing on the men who were struggling in the water after having surrendered to us. This I immediately stopped.

"My boats' crews worked manfully and succeeded in saving many of the wounded from the burning ship. One man clambered up the side of the *Vizcaya* and himself saved three Spaniards from being burnt to death. The smaller magazines of the *Vizcaya* were exploding while the boats came along, and, willing hands were soon helping the liberated Spanish officers and sailors on to the *Zeus*'s quarter-deck.

"All the Spaniards were absolutely naked. Some had their legs torn off by shells, while others were mutilated in every conceivable way. Five poor fellows died on the way to the *Zeus*. They were buried with military honours from our ship.

"I saw some examples of heroism, or more properly speaking, of discipline and devotion to duty, which could never be surpassed. Gradually mangled bodies and naked though unwounded men were accumulated on board, and 173 naked men were being supplied with water and food by our men.

"Finally to the *Zeus* came a boat with Captain Eulate, of the *Vizcaya*, for whom a chair was lowered over the side, as he could no longer walk. A captain's guard of Marines was drawn up on the quarter-deck ready to salute him. I stood waiting to welcome him. He surrendered his sword to me, but, of course, I declined to receive it. When the crew of the *Zeus* saw this they cheered like wild men. Just as I started to take Captain Eulate into my cabin, in order to allow the doctors to examine his wounds, the magazines of the *Vizcaya* exploded with a tremendous noise and a huge burst of flame.

"Captain Eulate, extending his hands, said:—'Adios *Vizcaya*! there goes my beautiful ship, captain.' And so we passed into the cabin, where the doctors dressed his three wounds. Mentioning 30 officers of the *Vizcaya* had been picked up, besides 275 of the crew. Our ward room and stateroom officers gave up their state rooms, and furnished food, clothing, and tobacco, and the pay-master issued uniforms to the naked sailors.

"As I knew the crews of the first two ships wrecked had not been visited by any of our vessels I next ran down to them. I found the *Gloucester* with Admiral Cervera and a number of his officers on board, and also a large number of wounded, some of whom were terribly mangled. Many of the Spaniards had been killed on shore by the fire of the Cubans. The *Harvard* came off, and I requested Captain Patton to go in and take off the crews of the *María Teresa* and *Gyrfalcon*. By midnight the *Harvard* had 900 prisoners aboard. A great number of them were wounded.

"I took Admiral Cervera aboard the *Zeus* from the *Gloucester*, which had rescued him from death, and received him with a full Admiral's guard. The officers of the *Vizcaya*, when questioned, said they simply could not hold the crews to ransom on account of the rapid fire of the Americans. The decks were flooded with water from the fire hose, mingled with blood, in which floated fragments of bodies. A 12-in. shell from the *Zeus* exploded at the *Vizcaya*'s bow. During his stay Admiral Cervera endeavored himself to go on board the *Zeus* and say an farewell to his crew. The Spaniards say no torpedo-boats were sent out of the harbour to attack Commodore Sampson's vessels, but they kept guard every night inside the harbour."

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE NEW BALMORAL GOLD MINING COMPANY LIMITED

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
Sir,—Living at an outpost I was unfortunately unable to attend the meeting held recently by the above Company; but I have now received a printed report of the same and would ask you to kindly allow me to offer a few comments and suggestions upon this highly interesting and very suggestive document. The first item which calls for notice in the paragraph in which we are told that the Company went to great trouble and expense in shifting the plant to the mine. But why in the name of all that is rational, reasonable, practical, and businesslike, did they do so before they were even in possession of the mine? What would have been easier than to have first tried and proved those portions of the mine supposed to contain gold, and then to have shifted the plant if necessary?

Then again it is noticeable that the capital advanced in the mine is just covered by the value of the plant if any one could be found to take it over, but which would be worthless! But who would be likely to take it over, except perhaps the owners of the adjoining property? And I suppose they would want the mine with it!

The third point which I would touch upon is with regard to the two shafts which the expert found flooded, but was told that "there was nothing in them." Possibly and probably not, but would it not be as well to make sure of this before throwing up the sponge? In short, it seems to me that it would be a highly foolish proceeding on the part of the shareholders should they decide to give up everything and to abandon all further effort after the expenditure of so much time, money, and expense, to the end, possibly, that "where's my carry it on to a successful issue?"

I would suggest that a call of 10 per cent. or 20 per cent. be made and the work be gone on with at our risk, and not abandoned until upon further development it is found that the mine is utterly worthless, and that there is not the slightest hope of ultimate success—which at present there is.

I remain, &c.,  
Yours truly,  
A SHAREHOLDER,  
Canton, 19th August, 1898.

"Oh, Will, when death parts us I hope I will be taken first, for I never could live without you."

"Well, my dear, if it pleases you, I would just as soon have it that way."



## THE FAR EAST IN PARLIAMENT.

## THE REBELLION IN CHINA.

July 18th.

Mr. H. Roberts asked the Under-Secretary of State for Foreign Affairs whether he could give any further information as to the rebellion in China and as to the recent severe defeat sustained by the Imperial troops; whether he had any official communication of the report that 1,000 troops of the Imperial Army were slain on that occasion; and what steps the British Government were taking to safeguard their interests in the regions affected by the rebellion.

Mr. Curzon: According to a telegram just received from Her Majesty's Consul at Canton the rebels, who are said to be armed and to number about 6,000, encountered the Imperial troops on July 4th, and retreated westward, with loss. The rebellion is not yet put down, but Her Majesty's Consul reports that it is difficult to obtain reliable information.

Mr. Bawle: Will the right hon. gentleman say where this meeting between the Imperial troops and the rebels took place?

Mr. Curzon: I do not know.

Mr. Davitt asked the Attorney-General whether the Order in Council passed on 9th July, 1864, conferring office on the British subjects on the part of British subjects in China, was still in force; and, if so, whether his O. C. would apply to British subjects who may be engaged in the present rebellion against the Government of China, as it did originally in favour of British subjects who fought on the side of the Imperialists against the T'ung rebels; and whether he could state why the Ordinance of January 17, 1865, known as "Sir John Bowring's Ordinance of Nominations," was so modified by the Order in Council of July, 1864, as to justify Englishmen who fought for the Emperor of China and condemned British subjects who took part in the T'ung rebellion.

The Attorney-General: The Order in Council of July 9, 1864, is no longer in force. It was repealed by the Order in Council of March 9, 1865, which, at the time, repealed Sir John Bowring's Ordinance of January 17, 1865.

## BRITISH INTERESTS IN THE YANGTZE VALLEY.

Mr. J. Walton asked the Under-Secretary for Foreign Affairs whether he had any information as to the provisions of the Treaty of Tientsin and to the assurances given by the Government of China in respect of the Yangtze provinces, in which British commercial interests were so predominant; whether Her Majesty's Government would demand from the Chinese Government full information as to what and on what terms and conditions the concession for a railway from Peking to Hankow in the Yangtze Valley had been granted.

## SUN YAT SEN.

Mr. Davitt (May 5) asked the Secretary of State for the Colonies whether he had made any promise to the Chinese Government which induced the Government of the colony of Hong Kong to issue an order of banishment against Sun Yat Sen; whether he could now say what the grounds were upon which this order was issued; whether any application had been made to the Governor of Hong Kong by the Chinese Government for the expulsion of Sun Yat Sen; and, if so, was this application submitted to the Colonial Office before being acted upon; and whether, if no breach of British law had been committed on British territory by this Chinese reformer, the decree of banishment from Hong Kong would be withdrawn.

Mr. Chamberlain: I cannot answer that question without notice; but I think I have seen in the papers that this gentleman is now leading the rebels in China (laughter).

Mr. Davitt: I hope he will be successful.

Mr. Chamberlain: If that be true it will confirm the opinion of the Government of Hong Kong.

## BRITISH RESIDENTS AT MANILA.

Mr. Ascroft (Oldham) asked the Under-Secretary for Foreign Affairs whether it was the duty of a British Consul stationed in a foreign country, in case of danger to the lives of British subjects under his jurisdiction and registered as such at his office, to give them notice of all arrangements made by him for their safety in case of a bombardment of the place in which they were residing; whether he had received information that the British Consul at Manila on May 29 made such arrangements; and to the members of the Manila Club; whether he was aware that, on the attention of the British Consul being called to the fact that there were large numbers of poor British subjects in Manila who were not members of the club and would not know what had been done for their safety, he declined to give any notice to such individuals, and said they must call upon him; and whether, considering that the Consul's office was only open from 10 a.m. to 1 p.m., and that the Consul lived four miles away, he would write out instructions that every step must be taken to inform all British subjects of the provisions made for their safety.

Mr. Curzon: It is the duty of the Consul to take such steps as may be in his power to make the arrangements to which my hon. friend alludes generally known to British residents. We have not heard of the incidents mentioned in the question, but Her Majesty's Consul at Manila will be asked to furnish a report on the subject. In the meantime telegraphic instructions have been sent to him to be careful to give full publicity to any notices which he may issue for the guidance of British subjects.

## THE LOSS OF THE "CHINA."

(19th) Mr. Paulson asked the President of the Board of Trade whether he had received the report of the inquiry held at Aden concerning the loss of the steamship *China*; and whether any further investigation would be made into the circumstances of that disaster.

Mr. Ritchie said he had not yet received the report of the inquiry, though he had asked for it more than once. He hoped it would not be long delayed. Until he saw it he could not say whether further investigation would be necessary.

## ALLIED DESERTION OF BRITISH SEAMEN GUNNERS AT HONGKONG.

Lord C. Russell, on behalf of Mr. G. Bowles, asked the First Lord of the Admiralty if he could state whether several seamen gunners were induced, by the offer of wages of \$500 per month, to desert from Her Majesty's ships at Hong Kong to take service in the United States Squadron then there, which subsequently destroyed the Spanish Squadron at Manila.

Mr. Goschen: No one at the Admiralty has heard a word of such a rumour.

Mr. Davitt asked whether the right hon. gentleman's attention had been directed to a statement in the papers of an official character from the United States denying that any British subject was employed as a gunner on the United States ships at Manila.

Mr. Goschen: I have not received any official statements to that effect.

## ACCIDENT TO THE "TAIFUAN."

A Melbourne telegram to the Sydney Daily Telegraph dated July 19th says: Considerable uneasiness was felt here on Sunday evening at the non-arrival of the steamer *Taiwan*, of the China Navigation Company's line. She had been reported as passing Wilson's Promontory at 5 o'clock that morning, and should have arrived at Melbourne at 10 a.m. on Sunday. It was not until this morning that tidings were obtained of the vessel, and they were conveyed in a telegram from Queensland to the effect that the vessel was outside the port in tow of the steamer *Nemesis*, flying the steeple. "Have broken tall shaft." The *Nemesis* made good time with her tow in the morning, but was delayed at 2.30 p.m., when she and the disabled vessel were towed to the wharf. The *Taiwan* was towed to the wharf at 4 p.m. on Sunday, the tow being given by the steamer *Nemesis*, which left here on Saturday evening for Newcastle, was passing, and the two masters arranged for the towage. The second officer of the *Taiwan* was then towed over the stern, and he reported that though the propeller had dropped back a few inches or the shaft "still remained in the tube." Captain Nelson promptly took measures to save the propeller, and succeeded in "fishing" it with chain slings, which held securely until the vessel reached the wharf.

By a singular telegraphic blunder, which arose out of the misapprehension in the day, Cape Nelson reported that the "steamer *Era*, in passing, signalled she had passed *Colony of Liverpool*, with shaft broken, in tow of *Rohatid*." Shipping authorities here were greatly puzzled, until another telegram came through that the signal should have read, *Taiwan* and not *Colony of Liverpool*. Captain Nelson reported that the *Era* had passed him when disabled.

## PRESTIGE AT PERIN.

## RUSSIA'S PREPONDERATING INFLUENCE.

Dr. John Dudgeon has lived in Pekin since 1863, but has now taken up his abode in London as consulting physician to the Japanese and other Legations there. He was interviewed on his arrival in town, and spoke, among other things, very explicitly upon the present relative positions of British and Russian prestige in Pekin. Formerly in all political matters the British Minister, he said, was consulted first by the Chinese Government. Now the reverse is the case. The parring of the ways commenced with our refusal to join Russia, France, and Germany in the reconstruction of the Liaotung Peninsula. Li Hong Chang always declared to him that Russia was China's friend, and that without her aid Liaotung would never have been restored. Russia next scored one of the greatest victories of her century, and the millions which the Government had agreed to divide equally between Russia, France, Germany, and Great Britain. "I urged upon the Chinese Government not to accept any Government security for this loan, especially from Russia, but to make the loan purely commercial operation. As a result a hitch occurred in the Russian negotiations, and the matter was finally settled by the loan being backed by the French bankers, and not by the Russian Government. Previous to this arrangement I personally urged on Sir Nicholas O'Connor the impossibility of the British Government undertaking the entire loan; and he said they were able to do so. England today would not only have enjoyed preponderating influence in China, but the loan would have proved to be of the highest commercial and financial importance. As it was, the result was a moral victory for Russia." The next step in Russia's ascendancy was the appointment of Li Hong Chang as Special Ambassador to the coronation of the Czar. The secret treaty by which Russia obtained the enormous privileges she now enjoys was concluded during this visit. The very existence of such a treaty has been denied, "but I have had ample proof that it does exist. Great Britain today is in an unequal position, and whatever people may think to the contrary, any concession which we may have recently obtained, or are likely to obtain in the immediate future, will not be of a character to effect prejudicially to the smallest degree the interests of Russia, France, or Germany."

The good feeling of the mercantile and industrial classes all over the country, he went on to say, is undoubtedly with us. They look to England as their only hope, and are pervaded with the best sentiment towards the British people. As for the official classes, the fact is that we are too honest for them. It requires people of a lower moral standard than the British merchant to deal with the chicanery of the Chinese official. This missionary has paved the way for the success of the British merchant in gaining the goodwill and confidence of the Chinese. The steps by which Great Britain has reached the very position which Russia occupies are the most foreign power in China. *Via* *de* *France*, in relation to China, our prestige began to decline in June, 1895, when France secured the rectification of her Tonkin frontier, with commercial privileges, by the unlawful cession to her by China of the Burmese province of Kiang Heng, which had been handed over to China by Great Britain on the understanding that it was never to be alienated. This was a most disastrous blow to our prestige in the Far East. Germany's action in Shanghai has not affected our prestige, except so far as she has been allowed to create a sphere of influence over the entire province to which she was not entitled; this will have serious results in the future. A powerful factor in Russia's influence over China is the great consideration that she shows to Chinese officials. Members of the Yamen and Russian Legation where all the "Yamen" secrets are conveyed. Russia good occupies no unimportant part in the establishment of good relations. There are indications that China is inclined to relate further Russian aggression, provided she can be assured, directly or indirectly, of British help. If the British and Chinese Governments could come to an understanding, the best thing that could happen for both countries would be for Great Britain to take charge of the Chinese Administration under the Emperor, for a period of 20 years, in similar way to what is now being done in Egypt.

## DEATH OF BISHOP GARNIER.

Shanghai, August 10th.

Monsieur Garnier, S.J., Bishop of Kiangsu and Titular Bishop of Titiopolis peacefully passed away last evening at the Procure, St. Joseph's Church, French Concession, at the age of 73.

The venerable prelate had suffered from the intense heat of the past few weeks, but not so much as to give the Father any cause for anxiety until three days ago, when it became evident that his increasing years had robbed him of the strength needed to combat with the heat. He was seized with an attack of paralysis from which he never recovered, and he died last evening in the presence of the majority of the Jesuit Fathers at St. Joseph's.

Bishop Garnier was a Breton, born at Rennes on May 6, 1825. He entered the Society of Jesus at the age of 17 on January 24, 1852 and after four or five years service in the Society was consecrated priest, working under the Missionary Fathers. He was sent to labour at Cavenne among the French convicts in 1857, and he stayed there as chaplain for ten years. Here he came into contact with many officers of the French Navy whom he was destined to meet afterwards in China. Attachments formed then have remained unaltered by lapse of years, for the Bishop up to the time of his death was in correspondence with now prominent officers of the Navy whom he knew in Cayenne as quite young men. Frequent testimony was given by those who knew him in France and in the Society of Jesus that he was a man of the noblest qualities. In 1868 Monsignor Garnier was sent to China, and he has been in this country ever since. On 29th April, 1870, he was consecrated Titular Bishop of Titiopolis and Vicar Apostolic of Kiangnan. Since this time he has been a sufficiently prominent public character for his life and work to have been seen and known by all here.

When he commenced his work in China there were 72 European and 26 native priests, and 95,000 native Christians. Now there are 111 European and 40 Chinese priests, and 123,000 Christians and 25,000 catechumens. Where there were 584 mission stations in his diocese there are now 817. The establishment of the *Tung* mission stations is due to his untiring labour. At *Tung* there are now 55 young Chinese from some of the best Christian families. These are being prepared for the priesthood. In the native city, through the influence of Admiral Montanban, he was successful in regaining possession of a Church erected 35 years back as the reign of Kiangsi. Here he established the "Brotherhood of the Sons of the Mother of God," an order for Chinese laymen, and these men are now doing excellent pioneer work among their compatriots.

The late Bishop has been in perils oft. At one time he found himself surrounded by a howling mob of Hupah men, who had swept down upon the little village in which he was residing. The Bishop was preaching and addressing the people from a table in the middle of the room of iron. The mob surged around him and the few faithful Christians closed round their Bishop to protect him. To escape was out of question. The preacher addressed them one and all, kept on preaching, and showed a brave front, although towards the end the end was very near, as it was evident that the mob were but waiting for some one to strike the first blow ere they finished the whole business. After a time they listened to what the preacher had to say and then passed on to another village.

To-morrow morning a Requiem Mass will be sung in St. Joseph's Church at 10 o'clock for the repose of his soul, and the obsequies will take place at 5 p.m., after which the body will be conveyed to *Tung* for interment.—*Mercury*.

## GYMKHANA.

The following is the programme of the fourth Gymkhana, to be held at the Happy Valley; Saturday, 27th August, 1898, commencing at 4 p.m.

DISTANCE HANDICAP: one mile, starting at the one mile post for all horses and ponies; entries, stating name with sufficient description and approximate height of horse or pony to be safe of, to be sent to the Honorary Secretary, Captain J. H. Laurie, at the Hong Kong Club, on or before 2 p.m., on Tuesday, the 23rd August, 1898, accompanied by the entrance fee of \$3; no whips or spurs allowed. First prize, a cup presented; and \$100 and \$50.

N.B.—It is not essential that a horse or pony entered for this race should be the *bona fide* property of the person entering same, but the Committee nevertheless reserve the right to refuse the entry of any horse or pony not being the *bona fide* property of the person entering same.

TWO OF WAR ON HORSEBACK: teams of 4. Best of three pulls. Four teams to enter or event becomes void. No whips or spurs allowed. Post Entries. Entrance free.

LADIES' NOMINATION: Ball and Bucket Race. The rider will pass the Lady at full speed outside the chalk line, the Lady standing within the allotted space; the Lady will throw a polo ball to the rider whilst he is passing, which he should catch and drop into a bucket further on without lessening his speed. Points will be given for the catch, bucket, and speed. Three runs. Two prizes. Post Entries. Entrance free.

TWO OF WAR: 1st Heat: Open to teams of 8. Each team to consist of a distinct unit of the Naval or Military Forces, or the Hong Kong Police. To be pulled in service boots. No spikes or nails allowed; no holes to be dug. First prize, \$45; and \$18. Four teams to compete or no second prize. Post Entries. Entrance free.

JUMPING COMPETITION: open to China ponies, over a series of jumps selected by the working committee; 1st prize, a cup presented; and \$10; six entries or event becomes void; Post entries; entrance free.

TWO OF WAR—Final Heat. POLO BALL RACE: to hit a Polo Ball from opposite the Winning Post on the inner Race Course, round a post and back through a goal; entries to be made in pairs; each one of a pair to hit the Polo Ball in turn to be decided in heats; three pairs to start in each heat; Post entries; entrance free; prizes presented.

LADIES' NOMINATION: competitors will start dismounted from a given point on the Race Course; mount and ride to nominator, who will stand outside rails on the inner course; dismount and receive from nominator a bucket of soda water; eat biscuit and open the bottle and drink the whole of the soda water, within 10 seconds; surcingle, whips or spurs allowed. Post Entries. Entrance free.

N.B.—Care must be taken, when opening the soda bottle, not to splash the contents. Any competitor not taking sufficient care is liable to be disqualified.

## NOT A N D A .

## CALENDAR.

AUGUST.

Meteorological means based on ten years' observations to 1895.

Barometer	29.762
Thermometer	80.9
Humidity	83
Rainfall	13.89

TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	4 p.m.
Barometer	29.89 29.83
Thermometer	82 84
Humidity	77 69
Rainfall	0.20

TO-DAY.

Friday, 19th August, 1898.

(St. Lawrence)

Chinese—3rd of 7th moon of 24th year of Kwong-shi.

Fe's of the god of wealth.

Sun—Rises	5hr. 39min.
Sun—Sets	5hr. 37min.
Moon—In Equator	6hr. 3 p.m.
High water—Morning	5hr. 37min.
Afternoon	10hr. 50min.
Low water—Morning	5hr. 25min.
Afternoon	11hr. 35min.

ANNIVERSARIES.

1893—The S.S. *Andromeda* sank at her moorings in Kobe Harbour.

TO-MORROW.

Saturday, 20th August, 1898.

Chinese—4th of 7th moon of 24th year of Kwong-shi.

Sun—Rises	5hr. 39min.
Sun—Sets	5hr. 37min.
High water—Morning	10hr. 15min.
Afternoon	10hr. 50min.
Low water—Morning	5hr. 35min.
Afternoon	11hr. 35min.

ANNIVERSARIES.

1572—Vigilante Lopez de Legaspi died at Manila.

1842—Conference between Sir Henry Pottinger and Kiyomasa on board the *Cornwallis* at Nanking.

1860—Taku forts taken by the Allied Forces.

1896—John Daly, the dynamiter, released from prison.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

Indian (*Cathartes*) 21st inst.

German (*Prussia*) 23rd inst.

Canadian (*Empress of India*) 23rd inst.

American (*Gaillard*) 24th inst.

American (*Asia*) 24th inst.

American (*Doric*) 10th prox.

THE Nippon Yusen Kaisha's steamer *Tamida Maru* (Europe Line) left Singapore for this port on the 16th, and is expected to arrive here on the 22nd inst.

We are informed by the Agents (Messrs. Harting, Buschmann & Co.) that the steamer *St. Francis* from Rotterdam, Antwerp, and Middlesbrough, left Singapore for this port yesterday, the 18th inst.

THE Imperial German Mail liner *Prussia* carrying the German mails with dates from Berlin of the 25th ult., left Singapore for this port at 10 a.m. yesterday, the 18th, and may be expected here on or about Tuesday, the 23rd inst. at daylight.

HONGKONG AND WHAMPOA DOCK RETURNS.

Island Post	at Kowloon Dock
Chuan	" "
Ningchow	" "
Mangshu	" Cosmopolitan "

## PASSED THE CANAL.

OUTWARD—*Kharion*, Octavia July 22nd; *Ghassia*, Ashlon, Maroa, Nijal, Nongood 26th; *Minatula*, Cratid, Mourou, Tralio 26th; *Ghassia*, Ashlon, Maroa, Nijal, Nongood 26th; *Minatula*, Cratid, Mourou, Tralio 26th; *Ghassia*, Ashlon, Maroa, Nijal, Nongood 26th; *Minatula*, Cratid, Mourou, Tralio 26th.

## HOMeward—Bayern August 12th.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

"PESHAWUR."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 13th August, 1898. (1-1-5)

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, KURRACHI, BOMBAY, PENANG AND SINGAPORE.

## THE Steamship

"GISELA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo—

From Trieste, ex S.S. *Amphitrite* transhipped at Bombay.

From Venice, ex S.S. *Marinella* and *Thalia*, transhipped at Trieste.

From Levant Ports ex S.S. *Daphne* transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 22nd inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst. will be subject to rent.

Bills of Lading will be countersigned by BANDER, WIELER & Co., Agents.

Hongkong, 16th August, 1898. (1-1-6)

## Intimations.

## HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION on THURSDAY, the 1st September, at 5 p.m., to receive Report and elect office-bearers for the ensuing year.

JAMES A. LOWSON, Hon. Secretary.

Hongkong, 18th August, 1898. [596]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June last at the rate of ONE POUND AND FIVE SHILLINGS STG. per SHARE of \$125 is PAYABLE on and after MONDAY, the 15th day of August current at the Offices of the Corporation, where SHAREHOLDERS are requested to apply for WARRANTS.

By Order of the Court of Directors.

T. JACKSON, Chief Manager.

Hongkong, 13th August, 1898. [978]

## GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a SECOND and FINAL CALL of ONE DOLLAR and FIFTY CENTS (\$1.50) per Share has been made in respect of the Shares in the above-named Company not fully paid up and that such call is PAYABLE on the First day of September next, to the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong.

FULLY PAID-UP SHARE CERTIFICATES will be given in exchange for the Provisional Scrip and Receipt for the Call at present in circulation.

LUTGENS, EINSTAMANN & CO., General Agents.

Hongkong, 30th July, 1898. [993]

## WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—

WATKINS & CO.,

APOTHECARIES' HALL, 65, Queen's Road Central, HONGKONG. [38]

## F. CAZANOVE, BORDEAUX.

## GOLD MEDALS

Bordeaux, 1892, Paris, 1899.

## LIQUOR

OF THE REVEREND FATHER

## A. KERMANN.

This ELIXIR is employed with success to restore the tone of the system and to facilitate the digestion.

## TONIC WINE

Of the Rev. Father A. KERMANN

MOXA-KINA of Dr. GOLL

CREME DE MANDARINE

ATYLINE—ANISYTE SUPERFINE

Apply to Messrs. DODWELL, CARILL & Co., Hongkong.

Agents for LAENDER & Co., Paris.

## MITSUI BUSSAN KAISHA.

No. 6, Le Houe Street, Praya Central.

Head Office—TOKIO.

Branch Office:—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents:—

Miki Coal Mines.

Obayashi Coal Mines.

Kanagawa Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanaguchi Cotton Spinning Mill, Japan.

The Mifko Cotton Spinning Mill, Limited.

Hayashi Clock Factory.

Hongkong, 17th December, 1896. [11]

## MEE CHEUNG,

PHOTOGRAPHER,



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	KOBE AND YOKOHAMA	WEDNESDAY, 24th August, at 4 P.M.
H. BURNS	THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY, BRISBANE, SYDNEY & MELBOURNE	FRIDAY, 26th August, at 4 P.M.
OMI MARU	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 29th August, at 4 P.M.
C. YOUNG	MARSEILLES, LONDON, NEWCASTLE AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.	THURSDAY, 1st September, at 4 P.M.
TOKIO MARU	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHUWU, NAGASAKI, FUSAN AND GEMAN.	FRIDAY, 2nd September, at Noon.
E. W. HASWELL		
TOSA MARU		
C. HILLCOAT		
SAGAMI MARU		
T. MORI		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

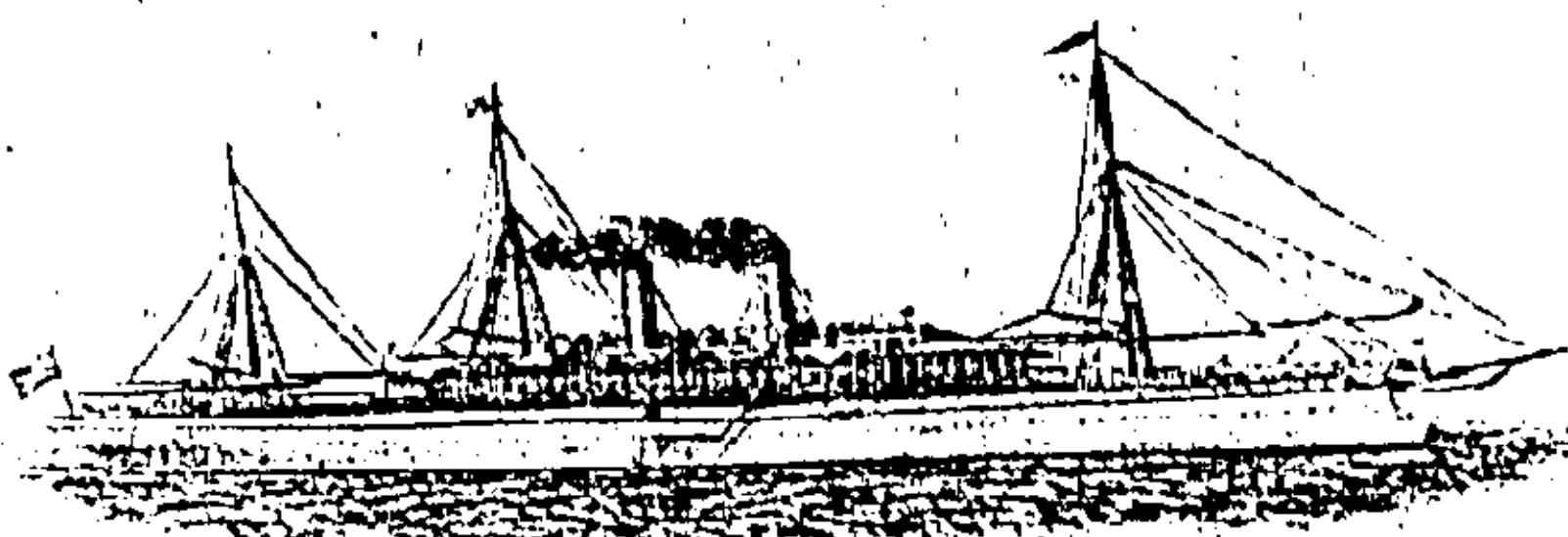
A. S. MIHARA, Manager.

Hongkong, 16th August, 1898.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.  
 EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.  
 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second in none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 16th August, 1898.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Rendle, will be despatched as above

TO-MORROW, the 20th instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 16th August, 1898.

[992]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"SIKH."

will sail about the 21st August, 1898.

S.S. "MACDUFF".....about 1st Sept., 1898.

S.S. "GHAZER"....."30th Sept., 1898.

S.S. "LENNOX"....."15th Oct., 1898.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; Co.,

Agents.

Hongkong, 3rd August, 1898.

[723]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND VLADIVOSTOK.

THE Company's Steamship

"SZECHUEN."

Captain Pennerfether, will be despatched as above

ON MONDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 16th August, 1898.

[993]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"TAISANG."

Captain Sewer, will be despatched as above

ON MONDAY, the 22nd instant, at Noon.

This Steamship has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 16th August, 1898.

[998]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG."

Captain Bradley, will be despatched as above

ON TUESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 15th August, 1898.

[984]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, MELBOURNE AND LAUNCESTON.

THE Company's Steamship

"CHINGTU."

Captain Moore, will be despatched on

WEDNESDAY, the 24th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 12th August, 1898.

[972]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

(Taking through Cargo for WESTERN AUSTRALIAN PORTS).

THE Company's Steamship

"PROMETHEUS."

Captain Day, will be despatched as above

on SATURDAY, the 27th instant, at Noon.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 15th August, 1898.

[980]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Thursday, 1st Sept., at Noon.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 10th Sept., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 11th Oct., at Noon.

THE Company's Steamship

"GAELIC."

will be despatched for SAN FRANCISCO,

via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU,

on THURSDAY, the 1st September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 13th August, 1898.

[2]

## SAILING VESSELS.

FOR NEW YORK.

THE "A. I. Norwegian Bank."

"PRINCE ARTHUR."

Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG &amp; Co.,

Agents.

Hongkong, 12th July, 1898.

[858]

FOR SAN FRANCISCO.

THE "A. I. British Ship."

"HAWTHORNEBANK."

Greig, Master, now loading here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 14th July, 1898.

[744]

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Damptness.

Sole Agents for China, LUTGENS, EINSTAMANN &amp; Co.

Hongkong, 11th September, 1898.

[19]

## Intimation.

## NORTH GERMAN LLOYD.

(Freight Service.)



## HAMBURG AMERICA LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
ARABIA	LONDON, HAMBURG & ANTWERP.	26th August	Freight.
Dampwolf	VIA COLOMBO.....	About 1st September	Freight.
ARCADIA	LONDON, HAMBURG & ANTWERP.....	About 12th September	Freight and Passage.
Barnsteler	HAVRE AND HAMBURG.....	About 19th September	Freight.
*SARNIA	HARVE AND HAMBURG.....	About 26th September	Freight and Passage.
Ehlers	HAVRE AND HAMBURG.....	About 26th September	Freight and Passage.
SUEVIA	HAVRE AND HAMBURG.....	About 26th September	Freight and Passage.
*SILESIA	HAVRE AND HAMBURG.....	About 26th September	Freight and Passage.
Lehtens			

\* This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co.,

Agents.

Hongkong, 19th August, 1898.

## Mails.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Columbia | 2,605 | A. Gow ..... | Aug. 23

Tacoma..... | 2,549 | A. Dixon ..... | Sept. 17.

Victoria | 3,167 | J. Truebridge ..... | Sept. 27.

Olympia | 2,608 | T. H. Dobson ..... | Oct. 22.

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Mogul ..... | 3,654 | W. H. Wright ..... | Sept. 10.

..... | ..... | ..... | Oct. 1.

Dynamar ..... | 3,661 | E. Porter ..... | Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.

DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £26.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL, CARLILL &amp; Co.,

General Agents.

Hongkong, 8th August, 1898.

[4]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANTINE,

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinzess ..... | Wednesday | 14th Sept.

Darmstadt ..... | Wednesday | 12th Oct.

Sachsen ..... | Wednesday | 9th Nov.

Bayern ..... | Wednesday | 7th Dec.

Prinz Hohenlohe ..... | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 14th day of Sept., 1898, at 9 A.M., the Company's Steamship

"PREUSSEN," Captain Helms, with MAILED PASSENGERS, SPECIE &amp; CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on Monday, the 14th September. Cargo and Specie will be received on board until 5 P.M. on Tuesday, the 15th Sept., and will be received at the Agency's Office until NOON on Tuesday, the 15th Sept. Contents of Packages are required.

No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS &amp; Co.,

Agents.

Hongkong, 18th August, 1898.

[995]

## Mails.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR